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P.O. Box 86
ST. PAUL ISLAND, ALASKA 99660

GENERAL ADMINISTRATIVE SERVICES

September 13, 2019

John Whittington
Denali Commission NEPA Approving Official

Patrick N. Baker, Executive Director
Tribal Government of Saint Paul Island
4720 Business Park Blvd, Suite G-42
Anchorage, AK 99503

RE: Denali Commission NEPA Environmental Checklist and Summary Report
Polovina Turnpike Extension and Storm Surge Protection Project CATEX Summary
Report

Mr. Whittington,

On behalf of the Tribal Government of Saint Paul Island an environmental review was conducted using the Denali Commission CATEX Checklist with respect to the Polovina Turnpike Road Extension and Storm Surge Protection Project in St. Paul, Alaska. Federal funding for this project requires an environmental review in accordance with the National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA), Endangered Species Act, Clean Water Act, and other state and federal regulations. The Denali Commission's environmental review procedures for conducting environmental analysis of Denali Commission-funded critical utilities and infrastructure, as outlined in the Denali Commission 45 CFR Chapter IX, National Environmental Policy Act Implementing Procedures and Categorical Exclusions (Federal Register, Vol. 81, No. 155, Thursday, August 11, 2016).

Scope

The proposed road extension will require the placement of 13,300 cubic yards (CY) of sand or unclassified fill into 0.98 acres of waters of the U.S. to construct a 1,647-linear foot long roadway which would connect Polovina Turnpike to the southern residential area on St. Paul Island. The proposed road would have two twelve-foot wide lanes, a total right-of-way width of 40-feet, and one twenty four-inch diameter culvert. All work would be performed in accordance with the enclosed U.S.Army Corps of Engineers Authorization POA-2018-00268 and plan set (sheets 1-11).

Findings

This environmental review finds that no additional environmental investigation is needed beyond those actions identified in the USACE Authorization #POA-2018-0268 attached. Actions involving the road extension and storm surge protection wall have been reviewed by U.S. Army Corps of Engineers and no extraordinary or exceptional circumstances were found to exist. It is therefore recommended that the Denali Commission approve a determination of eligibility for categorical exclusion (CATEX) from the requirement to conduct further environmental evaluation for this project.

The following NEPA Compliance Documents have been assembled to document compliance with the Denali Commission's procedures for implementing NEPA.

The results of the NEPA CATEX Checklist conclude that no further investigation (i.e. NEPA Environmental Assessment) is warranted or recommended for the proposed action and that a Categorical Exclusion under NEPA is appropriate.

Respectfully,



Patrick Baker
Executive Director

Encl.

- (1) Denali Commission CATEX Checklist
- (2) USACE Permit Authorization POA-2018-268
- (3) USACE Public Notice POA-2018-268
- (4) Jurisdiction Wetlands Determination Report
- (5) National Park Service Archeological Survey

Attachment 1
Denali Commission CATEX Checklist

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CATEX CHECKLIST

CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES & SENSITIVE RESOURCES IN SUPPORT OF A CATEGORICAL EXCLUSION (CATEX) DETERMINATION FOR A DENALI COMMISSION PROJECT

Program Partner Name Tribal Government of Saint Paul Island	Project Name Polovina Turnpike Road Extension and Storm Surge Flooding Protection	
Location Saint Paul Island	Project # 1527	Subproject #
Identify Categorical Exclusion The proposed project is identified in the Denali Commission list of categorical exclusions in 45 CFR Appendix A to Part 900, paragraph(s) <u>(Type B.1)</u>	Finding of No Impact Corps of Engineers Permit #POA-2018-268	
Project Description (2-3 sentences maximum) Construction of 1647 feet of Polovina Road to extend across storm surge flood area to protect village infrastructure including utility transfer station, clinic, school, community store, and residential homes.		
Instructions The information you provide below will assist the Denali Commission in making its determination as to whether a Categorical Exclusion (CATEX) is appropriate or further environmental analysis is required for the proposed project. Please place a checkmark in the blank next to the numbered items indicating your response on that issue. A checkmark in the "Yes" block does not automatically preclude the development of the proposed project. It simply means further assessment is needed. Should you have any remarks that may indicate the need to prepare an Environmental Analysis (EA) or an Environmental Impact Statement (EIS), attach a brief explanation of the circumstances for further evaluation. Adverse affects to environmentally sensitive resources must be resolved through another environmental process, e.g., coordination or consultation under the Coastal Zone Management Act or National Historic Preservation Act, before being categorically excluded. Attachments are allowed and encouraged.		

Extraordinary Circumstances	Determination		Basis for determination
	Yes	No	
1. Public Health, Safety or Environment Will the proposed project have a reasonably likelihood of significant impacts on public health, public safety, or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will improve public health safety by providing flood protection for utility infrastructure, clinic, school, community store, and residential homes.
2. Controversy on Environmental Grounds Will the proposed project have effects on the environment that are likely to be highly controversial or involve unresolved conflicts concerning alternative uses of available resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The surrounding area is already dedicated for the purposes of flooding and storm surge protection. This project complies with all applicable laws and requirements. See attached USACE Authorization #POA-2018-0268
3. Uncertain, Unique or Unknown Risks Will the proposed project have possible effects on the human environment that are highly uncertain, involve unique or unknown risks, or are scientifically controversial?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project does not use methods or materials that would cause uncertain or unique risks. The project is typical in methods and standards to other Alaskan road construction and storm surge projects.
4. Precedent for Future Action Will the proposed action establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project is typical in scope and methods and standards to other Alaskan road construction and storm surge protection projects.
5. Cumulative Impacts Will the proposed project relate to other actions with individually insignificant but cumulatively significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no cumulative impacts that will result in degradation of environmental concerns as outlined in NEPA. The long-term impacts of the project were considered during the USACE NEPA process, and no significant environmental effects were identified. See attached.
6. Scope and Size Will the proposed project have a greater size and scope than is normal for the category of action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project does not have a greater size or scope than other rural Alaska flood protection projects. The new segment of road construction is 1647 linear feet.

7. Environmental Conditions Will the proposed project have the potential to degrade already existing poor environmental conditions or to initiate a degrading influence, activity or effect in areas not already significantly modified from their natural condition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The environmental impacts of the proposed road extension project will not impact or degrade already existing poor conditions or to initiate degrading influence. See attached USACE Authorization, NPS report, and Wetlands Determination.
8. Environmental Justice Will the proposed project have a disproportionately high and adverse effect on low income or minority populations? Ref: Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project will benefit the community as a whole and provide protection from future storm surge flood events. The project does not have a disproportionately high or adverse human health or environmental impact on Tribes, low-income populations or minority populations.
9. Indian Sacred Sites Will the proposed project limit access to or ceremonial use of Indian sacred sites by Indian religious practitioners or adversely affect the physical integrity of such sacred sites? (EO 13007) <i>"Indian tribe" means an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian tribe pursuant to Public Law No. 103-454, 108 Stat. 4791, and "Indian" refers to a member of such an Indian tribe. (EO 13007)</i> Ref: Executive Order 13007, Indian Sacred Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A cultural resources survey was conducted by the National Park Service Alaska Regional Office Archaeologist in September 2018. There were no reported Indian Sacred Sites within the project area. See attached NPS Survey. There are four previously recorded historic structures near the northern intersection of the proposed roadway-flood barrier, none of the sites are impacted by the proposed action. These are XPI-00031 (Duplex 108/109), XPI-00215 (Assembly of God Church), XPI-00216 (House 110, Assembly of God Pastor's House), and XPI-00221 (Trailer Camp). None are contributing features of the Seal Islands NHL and have not been evaluated for eligibility for the NRHP.
Sensitive Resources	Impact Potential		Basis for determination
	Yes	No	
10. Section 106 Historic Properties Will the proposed project adversely affect properties in, or eligible for inclusion in, the National Register of Historic Places? Ref: National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), as amended. (See 36 CFR 800, Protection of Historic Properties).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No historic properties are effected. There are four previously recorded historic structures surrounding the project area; XPI-171 (House 52), XPI-186 (House 128), XPI-00187 (House 130), and XPI-188 (House 131). None of these structures are contributing features of the Seal Islands NHL. The nearest structure that contributes to the Seal Islands NHL is XPI-057 is approximately 300 feet from the center of the Cliffside St. and Lakeside St. intersection. The proposed work would not directly or indirectly affect any of the contributing site to the historic district.
11. Endangered Species Will the proposed project adversely affect species listed, or proposed to be listed on the Endangered or Threatened Species List, or the specific critical habitat? Ref: Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), as amended. (See 50 CFR part 402).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project area is within known historic range of the Short-tailed Albatross (<i>Phoebastria diomedea</i>). https://ecos.fws.gov/ipac/ However, it has been determined the proposed action would have no effect on the Short-tailed Albatross, and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). See attached POA-2018-2068 Authorization.
12. Historic or Cultural Resources Will the proposed action adversely impact the historic and cultural environment of the Nation? Ref: Executive Order 11593, Protection and enhancement of the cultural environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remarks under no. 9 and no. 10 preceding and attached NPS Archeological Survey.
13. Park, Recreation or Refuge Lands Will the proposed project have significant adverse direct or indirect effects on National or State Park, Recreation or Refuge lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No effect. See attached survey from the National Parks Service Archeological Survey. https://www.fws.gov/alaska/pages/national-wildlife-refuges https://www.nps.gov/state/ak/index.htm
14. Wilderness Areas Will the proposed project adversely impact a wilderness area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The activities proposed by this project are limited to the design submitted and approved by COE Permit #POA-20180268 are unlikely to adversely affect any wilderness area in AK.

Ref: Wilderness Act of 1964 (16 U.S.C. 1131 et seq.), as amended.			
15. Wild and Scenic Rivers Is the proposed project a "Water Resources Project" that will impact a wild, scenic or recreational river area and create conditions inconsistent with the character of the river? Ref: Wild & Scenic Rivers Act (16 U.S.C. 1271 et seq.), as amended.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no Wild and Scenic Rivers within or around the Project Area. All ground disturbing activities located near sensitive resources shall be accompanied by pollution prevention measures. https://www.rivers.gov/alaska.php
16. National Natural Landmarks Will the proposed project impact a National Natural Landmark? Ref: Historic Sites Act of 1935 (16 U.S.C. 461 et seq.), as amended.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed project is not located near a National Natural Landmark. https://www.nps.gov/subjects/nlan/landmarks/state.htm?State=AK
17. Sole Source Aquifers If the proposed action would not have adverse effects on this resource, it may be considered that there is no Impact Potential. Ref: Safe Drinking Water Act of 1974, (42 U.S.C. 201, 300 et seq., and 21 U.S.C. 349), as amended. (See 40 CFR part 149).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	According to the EPA website, as of 08/05/04, there are no sole source aquifers in Alaska.
18. Prime Farmlands Will the proposed project convert significant agricultural lands to non-agricultural uses? Ref: Farmlands Protection Policy Act of 1981 (7 U.S.C. 4201 et seq.), as amended. (See 7 CFR part 658).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed project will not occur on significant agricultural lands and will therefore not convert agricultural lands to not-agricultural uses. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
19. Wetlands Will the proposed project adversely affect wetlands or will there be construction in wetlands, except in conformance with a U.S. Corps of Engineers Section 404 Permit? Ref: Executive Order 11990, Protection of Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See attached Wetlands Determination Report and USACE Authorization # POA-20180-268.
20. Floodplains Will the proposed project involve construction in a floodplain or impact floodplain development? Ref: Executive Order 11988, Floodplain Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A floodplain map does not exist for the project area, however the function of the project is flood protection. See of attached authorization POA-2018-0268.
21. National Monuments Will proposed project impact a National Monument?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No National Monuments in the vicinity. See remarks under no. 9 preceding.
22. Ecologically Significant or Critical Areas Will the proposed project impact an ecologically significant or critical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No.
23. Other Known Reasons Is an environmental assessment required for other known reasons?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No.

Additional Comments

Approvals from AK DEC, NPS, SHPO, Tribal Cultural and Environmental Offices, and Corps of Engineers (Permit #POA-2018-268) may be requested from Patrick Baker at pnbaker@aleut.com.

PREPARED BY

Date	Typed or Printed Name and Title	Signature
09/10/19	Patrick N. Baker, Executive Director	<i>Patrick Baker</i>

Organization: Tribal Government of Saint Paul Island

DENALI COMMISSION APPROVING OFFICIAL

Based upon the categorical exclusion identified above, this completed checklist and attachments, I certify to the best of my knowledge, that the information provided above is complete and correct, and that:

A categorical exclusion determination is appropriate for this project

Yes: ☒ No: ☐

Further environmental analysis is required

Yes: ☐ No: ☒

Date	Typed or Printed Name and Title	Signature
9/17/2019	John Whittington Designated Approving Official	<i>John Whittington</i>

Additional Notes and Instructions

1. The basis for determination and documentation information must be traceable and establish the factual data to support the response to each question. Types of information to be included in this column are outlined below.

Printed Materials: These are useful sources of detailed information materials such as comprehensive land use plans, zoning maps, city master plans, environmental baseline surveys, environmental assessments, environmental impact statements and studies. Information must be current and must represent accepted methodologies, i.e., not so old that changing conditions make them irrelevant. Citations for the material should include enough information so that an outside reviewer can locate the specific reference, e.g., author, document title, publication date, and page number.

Examples include the Record of Decision, Finding of Suitability to Transfer, Finding of Suitability to Lease, General Services Administration (GSA) Property Suitability Determination Form, Federal Property Information Checklist, Environmental Baseline Surveys, Preliminary Assessment Reports, Environmental Assessments, draft or final Environmental Impact Statements, and City/County master plan or zoning map.

Possible sources of the above documents include as appropriate, GSA, Department of Housing and Urban Development, the property owner, military base environmental office, local governmental organizations, local public library, and City/County planning office.

Personal Contacts: Personal contacts are useful when the individual contacted is an accepted authority on the subject(s), and the interview is documented. Supporting documentation should include the name, organization, and title of the person contacted and the date of the conversation. Examples include EPA officials, EPA hotlines, officials from state or local

planning offices and environmental offices, or an environmental officer of an agency.

Site Visits: A site visit does not usually involve any testing or measurements. A site visit is an important method for initial screening of the issues, but for some of the categories it may be inadequate for final evaluation. Supporting documentation should include date of the site visit, by whom, and the supporting observation.

2. The agency must include pollution prevention considerations in the siting, design, construction, renovation, and operation of the project or facility. The questionnaire items on sedimentation and erosion control measures and storm water control plan are also pollution prevention related.

Attachment 2
USACE Authorization POA-2018-0268

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DEPARTMENT OF THE ARMY PERMIT

Permittee: Aleut Community of St. Paul Island

Permit No.: POA-2018-268

Issuing Office: U.S. Army Engineer District, Alaska

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: Discharge 13,300 cubic yards of sand or unclassified fill material into 0.98 acres of wetlands to construct a 1,647-linear foot long roadway which will connect Polovina Turnpike to the southern residential area on St. Paul Island. The road will have a total right-of-way width of 40-feet with a driving surface width of 30-feet. Installation of 1 twenty four-inch diameter culvert is also authorized. Vegetation clearing will occur on both sides of the right-of-way as illustrated on sheet 4 of the attached plans. Two twelve-inch diameter culverts will be placed in uplands, outside of Corps of Engineers jurisdiction, where the new road will connect with existing roads.

All work will be performed in accordance with the attached plan, sheets 1-11, dated July 6, 2018.

Project Location: Section 25, T. 35 S., R. 135 W., Seward Meridian; Latitude 57.1208° N., Longitude 170.2880° W.; near Polovina Turnpike; in St. Paul, Alaska

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on March 31, 2024.

If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.


Patrick Baker
Aleut Community of St. Paul Island

3/28/2019
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

FOR (DISTRICT COMMANDER)
Colonel Phillip J. Borders
Randal P. Vigil
Southeast Section, Regulatory Division

(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions have the transferee sign and date below.

(TRANSFEREE)

(DATE)

Attachment 3
POA-2018-00268 Public Notice

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US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

KENAI FIELD OFFICE
Regulatory Division (1145)
CEPOA-RD
44669 Sterling Highway, Suite B
Soldotna, Alaska 99669-7915

PUBLIC NOTICE DATE:	August 14, 2018
EXPIRATION DATE:	September 13, 2018
REFERENCE NUMBER:	POA-2018-00268
WATERWAY:	Zolotoi Bay

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States (U.S.) as described below and shown on the enclosed project drawings.

All comments regarding this Public Notice (PN) should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below or to regpagemaster@usace.army.mil. All comments should include the PN reference number listed above.

All comments should reach this office no later than the expiration date of this PN to become part of the record and be considered in the decision. Please contact Andrew Gray at (907) 753-2722, by fax at (907) 420-0813, or by email at Andrew.a.gray@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Aleut Community of St. Paul Island, 4270 Business Park Boulevard, Suite G-40, Anchorage, Alaska 99503

AGENT: Midnight Sun Environmental, Brian Kovol, 7941 Sandlewood Place, Anchorage, Alaska 99503

LOCATION: The project site is located within Section 25, T. 35 S., R. 135 W., Seward Meridian; Latitude 57.1208° N., Longitude 170.2880° W.; near Polovina Turnpike; in St. Paul, Alaska.

PURPOSE: The applicant's stated purpose is to provide alternative access to the residential area of St. Paul, and a flood control barrier for frequent storm surges.

PROPOSED WORK: To discharge 13,300 cubic yards (CY) of sand or unclassified fill into 0.98 acres of waters of the U.S. to construct a 1,647-linear foot long roadway which would connect Polovina Turnpike to the southern residential area on St. Paul Island. The proposed road would have two twelve-foot wide lanes, a total right-of-way width of 40-feet, and one twenty four-inch diameter culvert. All work would be performed in accordance with the enclosed plan (sheets 1-11), dated July 6, 2018.

ADDITIONAL INFORMATION: An Alaska Department of Environmental Conservation Construction General Permit and a Right-of-Way permit from the City of St. Paul are other authorizations that the applicant would be required to obtain.

APPLICANT PROPOSED MITIGATION: The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the U.S. from activities involving discharges of dredged or fill material.

a. Avoidance: The applicant has stated, "All practical means to avoid the impacts to wetlands have been completed. There is no practical road access alternative that avoids wetlands. A fill permit for a much larger road extension project in 1995 (Army Permit Number 4-950106) was issued. Despite receiving the permit authorization, the project was never built, and the permit expired. The new design for the project reduces the footprint from 2.3 acres of impacts to 0.98 acres of impacts."

b. Minimization: The applicant has stated, "The roadway/flood control structure would be constructed using the minimum width of fill footprint necessary to provide a stable road base. No grubbing would be conducted outside of the footprint and only the minimum clearing required for safety would be done beyond the toe of the slope. An erosion and sediment control plan would be prepared to describe the best management practices used to avoid water quality impacts to wetlands and other water bodies. The details of the erosion and sediment control plan would be completed in final design and will ensure compliance with Alaska's Pollution and Discharge Elimination System. No additional impact to wetlands or marine habitats would result from implementing the erosion and sediment control plan."

c. Compensatory Mitigation: The applicant has stated, "Although the project would result in the permanent loss of 0.98 acres of waters of the U.S., the proposed project would result in a negligible loss when taken into account in context of the entire watershed within the assessment area. There would be no measurable loss of aquatic function from the proposed work. Little past development has occurred within the review area that has resulted in the loss of waters of the U.S., and any new proposals subject to the Corps of Engineers (Corps') regulatory authority would undergo a similar review as the current proposal. The proposed work would cause only minimal direct, secondary, and cumulative impacts to waters of the U.S., including special aquatic sites, contained within the assessment area. Additionally, the proposed project incorporates controls to minimize effects, and the Department of the Army permit, if issued, would be conditioned to minimize impacts to aquatic resources. Therefore, no significant degradation of the aquatic ecosystem would occur as a result of the proposed project. The applicant has avoided and minimized to the extent practicable, the proposed

project complies with the 404(b)(1) Guidelines, and would not result in the loss of significant aquatic resources (33 CFR 320.4(r)). Therefore, no compensatory mitigation is proposed.”

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. The permit area is the footprint of the proposed road construction, to include a buffer on each side of the proposed 40-foot wide right-of-way, to account for construction activities, for a total width of 90-feet. It would extend the full length of the road, 1647-feet, and also encompass the transition area where the new road would merge with existing roads. The permit area is within the Seal Island Historic District, which is listed in the National Register of Historic Places. In addition, other listed sites are within the vicinity of the permit area. The Corps has made a No Adverse Effect determination for the proposed project because the proposed work would not directly affect any of the contributing sites to the historic district. This application is being coordinated with State Historic Preservation Office (SHPO) and the National Park Service. Any comments SHPO may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

ENDANGERED SPECIES: The project area is within the known or historic range of the Short-tailed Albatross (*Phoebastria diomedea*).

We have determined the described activity would have no effect on Short-tailed Albatross (*Phoebastria diomedea*), and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, no consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) is required. However, any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

There is no EFH in the project area.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a

proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This PN serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER

Wastewater Discharge Authorization Program (WDAP) / 401 Certification

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WDAP/401 CERTIFICATION

555 CORDOVA STREET

ANCHORAGE, ALASKA 99501-2617

PHONE: (907) 269-6285 | EMAIL: dec-401cert@alaska.gov

**NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION**

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice (PN) Reference Number **POA-2018-00268, Zolotoi Bay**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

Any person desiring to comment on the project with respect to Water Quality Certification, may submit written comments to the address above or via email to dec-401cert@alaska.gov by the expiration date of the Corps of Engineer's Public Notice. All comments should include the PN reference number listed above. Mailed comments must be postmarked on or before the expiration date of the public notice.

Disability Reasonable Accommodation Notice

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact Theresa Zimmerman at 907-465-6171 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.



POLOVINA ROAD EXTENSION
FLOOD MITIGATION PROJECT
SAINT PAUL, ALASKA

SHEET INDEX: PLAN, VOLUME PLAN AND NOTES
G-1 PROJECT SPECIFICATIONS

C-1 ROAD SITE PLAN AND SECTIONS
C-2 DETAILS
C-3 POLOVINA EXTENSION PLAN AND PROFILE
C-4 BARTLETT EXTENSION PLAN AND PROFILE
C-5 DUFFIELD AND EAST LANDING PLAN AND PROFILE
C-6 POLOVINA EXTENSION ROAD CROSS SECTIONS
ARD PLAT# 2013-21 SEAL BEACH SUBDIVISION

PROJECT QUANTITIES			
	Pavement	Cliffside	Barrett
Road Length	972	150	525
Net Volume	11,796	520	815
D-1 Quantity	567	88	306
Subbase Quantity	1,944	189	555
Underspread Fill Qty	9,461	258	10
Topsoil Quantity	1,332	125	97
Culvert	70	-	102
			172

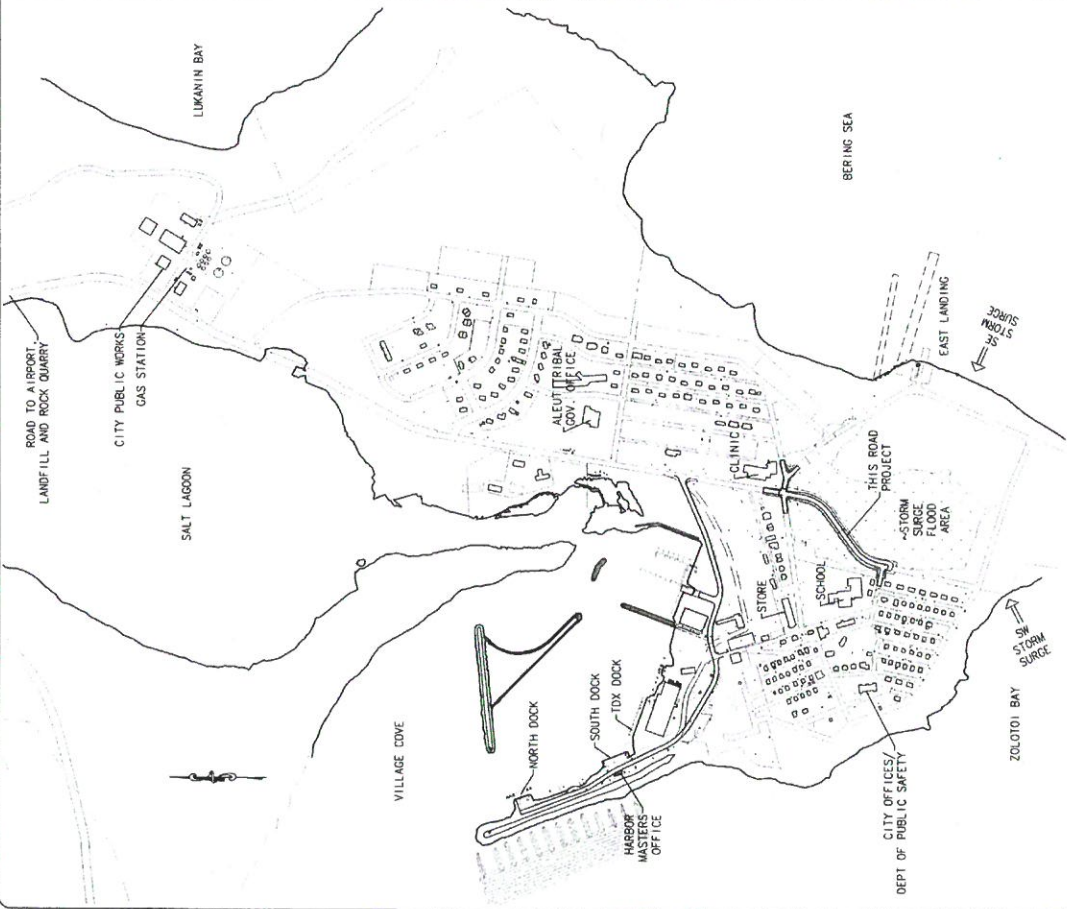
SCOPE OF WORK:

PROJECT EXTENDS POLOVINA TURNPIKE TO PROVIDE EMERGENCY ACCESS AND PROVIDE A FLOOD BARRIER FROM STORMS FROM THE SOUTH THE FLOOD THE "POND" AREA.
PROJECT RUNS FROM BARTLETT BOULEVARD TO CLIFFSIDE STREET WITHIN SEAL BEACH SUBDIVISION (ARD PLAT # 2013-21) ROAD RIGHT-OF-WAY.
ADDITIONAL 30' WIDE ROAD/CONSTRUCTION EASEMENT ON BOTH SIDES OF THE ROAD RIGHT-OF-WAY WILL BE REQUIRED FROM ADJACENT LANDOWNER TO ALLOW FOR CONSTRUCTION OF THE ROAD EXTENSION/ FLOOD PROTECTION.
ROADWAY DESIGN SPEED IS 35 MPH.

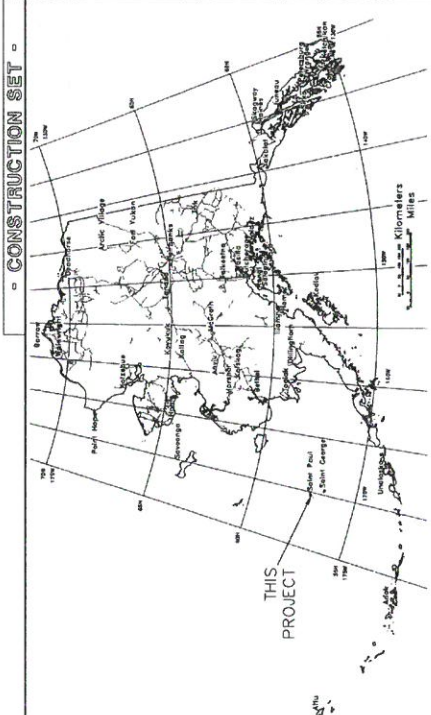
SITE DRAINAGE FROM THE COMMUNITY DIRECTED TO NEW CULVERTS UNDER ROADWAY TO THE POND AREA THAT CURRENTLY OCCURS THROUGH SURFACE WATER FLOW ACROSS THE EXISTING ROAD AND TURNPIKE.

GENERAL NOTES:

1. COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS IN CONSTRUCTION OF PROJECT.
2. COMPLETE WETLANDS DELINEATION TO DETERMINE IF CORPS PERMIT REQUIRED FOR CONSTRUCTION.
3. IF CULTURAL RESOURCES ARE INADVERTENTLY DISCOVERED AS A RESULT OF GROUND ALTERING ACTIVITIES, WORK THAT MAY DISTURB OR REMOVE SUCH RESOURCES SHALL BE STOPPED IMMEDIATELY. THE DISCOVERY OF SUCH RESOURCES SHALL BE NOTIFIED TO THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ROAD ACCESS ON PUBLIC ROADS DURING CONSTRUCTION. COORDINATE WITH CITY OF SAINT PAUL PUBLIC SAFETY DEPARTMENT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ROAD ACCESS ON PUBLIC ROADS DURING CONSTRUCTION. COORDINATE WITH CITY OF SAINT PAUL PUBLIC SAFETY DEPARTMENT.



1 PROJECT SITE PLAN
SCALE: 1 INCH = 400 FEET



2 VICINITY MAP
SCALE: NTS

SITE MAP, VOLUME PLAN AND NOTES
SHEET INDEX, GENERAL NOTES

POLOVINA ROAD EXTENSION / FLOOD PROTECTION
CITY OF SAINT PAUL
SAINT PAUL, ALASKA

DATE: 7/1/13
DESIGNED: MD
DRAWN: DP
CHECKED: NMM
SCALE: AS SHOWN
FILE: 20130701

Sheet
G-1
of 2

Polovina Turnpike Extension Project

St. Paul, Alaska

Figure 1. Impacted Wetlands

Legend

- Centerline
- Road Right-of-Way
- Fill Area
- Impacted PEM1B (0.98 acres)
- PEM1B
- U/Ur

NWI Code and Wetland Class

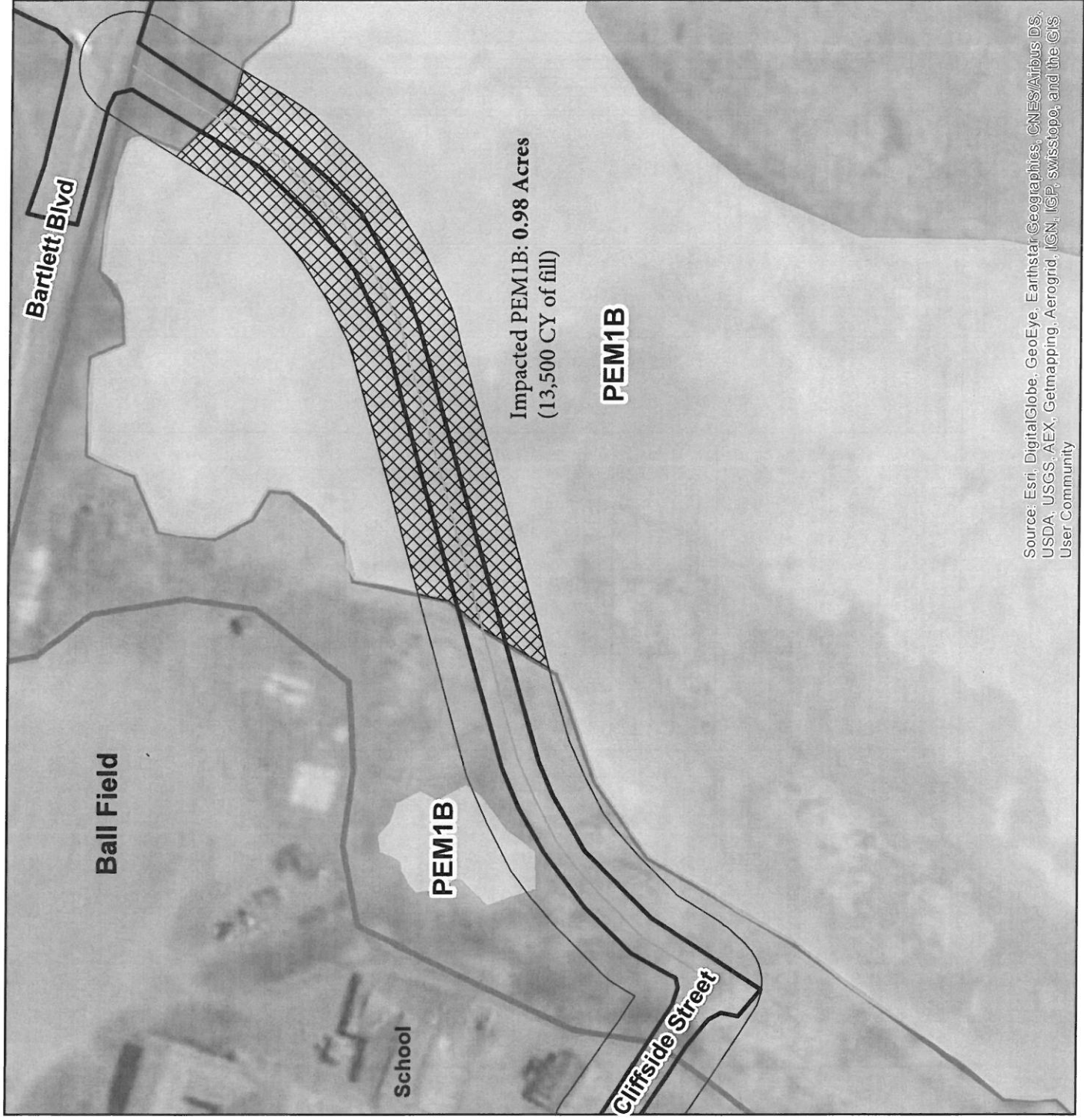
- PEM1B Palustrine Emergent Persistent Saturated
 - U Upland
 - Ur Urban
- Follows the National Wetlands Inventory (NWI) Classification (Cowardin et al. 1979). All waters and wetlands are considered jurisdictional.



MSE Midnight Sun
ENVIRONMENTAL, LLC

Midnight Sun Environmental, LLC
7941 Sandelewood Place
Anchorage, Alaska 99507

NAD 1983 StatePlane Alaska 4 FIPS 5004
Transverse Mercator Units: Foot US



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

GENERAL PROJECT NOTES:

1. CONSTRUCT IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITIONS OF THE B.C. NESC, LOCAL UTILITIES, STATE AND MUNICIPAL CODES AND GOOD PRACTICE. OBSERVE O.S.H.A. REQUIREMENTS DURING CONSTRUCTION.
2. LOCATE ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATION. LOCATIONS MAY VARY. CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS SHOWN ARE FROM AS-BUILT DRAWINGS. CONTRACTOR SHALL RECORD ANY CHANGES IN THE DRAWINGS AND SUBMIT TO THE ENGINEER. RECORD ANY CHANGES IN THE DRAWINGS AND SUBMIT TO THE ENGINEER.
3. REFUSE TO PRE-CONTRACT CONDITIONS ANY PUBLIC OR PRIVATE LAND DISTURBED BY CONTRACT ACTIVITIES SHALL INCLUDE ANY RESEEDING OR REVEGETATION OF EXISTING HORTICULTURE.
4. WHERE EQUIPMENT OR MATERIALS ARE NOTED ON THESE DRAWINGS AS A MANUFACTURER AND MODEL NUMBER, OTHER MANUFACTURER'S PRODUCTS THAT ARE EQUAL OR BETTER MAY BE SUBSTITUTED UPON APPROVAL BY THE OWNER.
5. CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES ENCOUNTERED IN THE FIELD, AND RECORD ANY CHANGES.
6. CONTRACTOR SHALL SUPPLY AS-BUILT SURVEY OF COMPLETED ROADWAY FOR PREPARATION OF PROJECT AS-BUILT DRAWINGS.
7. EXCAVATE AND STOCKPILE ORGANIC MATERIALS UNDER ROAD PAVEMENT USE IN REVEGETATION OF SHOULDERS.

EARTHWORK:

1. NO SURFACE INVESTIGATION WAS COMPLETED FOR THE DESIGN OF THE PROJECT. CUT AND FILL SLOPES ARE ASSUMED APPROPRIATE FOR THE EXISTING TERRAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL INFORMATION ON OBSERVATION OF SURFACE CONDITIONS AND PRIOR PROJECTS IN THE AREA. CONTRACTOR SHALL VERIFY SOIL CONDITIONS TO DETERMINE ADEQUATE STRENGTH OF EXISTING MATERIALS. CONTRACTOR SHALL DETERMINE IF SIGNIFICANT CHANGES TO THE CUT OR FILL ARE REQUIRED DUE TO SOFT OR LOOSE MATERIAL ENCOUNTERED IN THE EXCAVATIONS.
 2. DISPOSE OF EXCESS EXCAVATION MATERIAL AT LOCATION APPROVED BY OWNER.
 3. CONTRACTOR SHALL PREPARE A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR PROJECT. SUBMIT SWPPP TO ENGINEER FOR APPROVAL.
 4. CONTRACTOR SHALL FILE APPROVED SWPPP WITH ADEC, AND SHALL COMPLY WITH ALL TERMS OF SWPPP AND APPLICABLE ADEC REGULATIONS DURING COURSE OF PROJECT THROUGHOUT DURATION OF SWPPP.
 5. CONTRACTOR IS RESPONSIBLE FOR ALL RECORD KEEPING AND REGULAR INSPECTIONS OF PROJECT. CONTRACTOR SHALL COORDINATE REGULAR INSPECTIONS WITH OWNER'S REPRESENTATIVE.
 6. SWPPP WILL DESCRIBE PLAN TO CONTROL EROSION AND TRANSPORT OF MATERIAL FROM PROJECT SITE, INCLUDING WIND BLOWN DEBRIS, INCLUDING BUT NOT LIMITED TO, EROSION FENCING AND BARRIERS AND FILTRATION OR IMPOUND AND SETTLEMENT FACILITIES AS NEEDED.
 7. EXCAVATE AND STOCKPILE ORGANIC MATERIALS ALONG TOP OF FILL SLOPE FOR USE IN REVEGETATION OF SOE SLOPES.
 8. EXCAVATE OVERBURDEN AS REQUIRED TO ACHIEVE FULL 24-INCH DEPTH ROAD STRUCTURAL CROSS SECTION.
 9. ROAD BASE SHALL MATERIAL SHALL BE UNCLASSIFIED FILL OF SAND OR GRAVEL. EXCAVATION SHALL BE MINIMUM 18-INCHES OF 6-INCH MINUS SHOT ROCK, OR OTHER COMPONENT GRANULAR MATERIAL WITH NO ORGANIC PRESERVE. SHAPE ROAD BASE TO CROSS SECTION PROFILE. SOILS OF ROAD BASE SHALL BE COMPACTED TO 95% MAXIMUM MODIFIED PROCTOR DENSITY (ASTM D-1557).
 10. ROAD SURFACE COURSE SHALL BE MINIMUM OF 18-INCHES OF 6-INCH MINUS SHOT ROCK, OR OTHER COMPONENT GRANULAR MATERIAL WITH NO ORGANIC PRESERVE. SHAPE ROAD BASE TO CROSS SECTION PROFILE. SOILS OF ROAD SURFACE COURSE SHALL BE COMPACTED TO 95% MAXIMUM MODIFIED PROCTOR DENSITY (ASTM D-1557).
 11. ROAD SURFACE COURSE SHALL BE CRUSHED STONE OR CRUSHED GRAVEL, CONSISTING OF SOUND, TIGHT, DURABLE PEBBLES OR ROCK FRAGMENTS OF UNIFORM QUALITY, FREE FROM CLAY BALLS, VEGETABLE FRAGMENTS AND ALL OTHER CONTAMINANTS. MEET THE FOLLOWING PROPERTIES AND GRADATION:
- | PROPERTY | REQUIREMENT | TEST METHOD |
|-----------------------|------------------|-------------|
| L.A. WEAR % | 45 MAX | ASTM D 198 |
| DEGRADATION | 45 MIN | ASTM D 313 |
| FLAKES PER 100 | 10 MAX | ASTM D 661 |
| LIQUID LIMIT | 35 MAX | ASTM D 153 |
| PLASTIC INDEX | 10 MAX | ASTM D 153 |
| SODIUM SULFATE LOSS % | 9 MAX (5 CYCLES) | ASTM D 190 |
-
- | SIZE | GRADATION | ASTM D 177/111 |
|----------|-----------|---------------------------|
| 1 INCH | 100 | PERCENT PASSING BY WEIGHT |
| 3/4 INCH | 90-100 | |
| 3/8 INCH | 50-80 | |
| NO. 4 | 35-65 | |
| NO. 10 | 25-50 | |
| NO. 20 | 15-30 | |
| NO. 40 | 8-15 | |
| NO. 60 | 5-10 | |
| NO. 100 | 3-8 | |
9. INSTALL SURFACE COURSE MATERIAL ON SHARP ROAD BASE OF SUFFICIENT DEPTH TO PROVIDE FULL SURFACE COURSE DEPTH AFTER COMPACTION TO 95% MAXIMUM MODIFIED PROCTOR DENSITY (ASTM D-1557).
 10. ROAD SHOULD BE WATER BARRIER MATERIAL ON EAST SIDE OF ROAD. ROAD SHOULD BE 2-FOOT THICK LAYER OF TOPSOIL SALVAGED FROM UNDER ROADSIDE. SPREAD AND TRACK ROLL SLOPES TO COMPACT.
 11. IN THE EVENT ANY CONTAMINATED SOILS ARE DISCOVERED DURING EXCAVATION, CONTRACTOR SHALL BACKFILL WITH NEW "CLEAN" MATERIAL AS SPECIFIED ABOVE.

CULVERTS:

1. CULVERTS SHALL BE LOW-PRESSURE (MINIMUM 5 PSI) CORRUGATED METAL PIPE (CMP) AND APPROPRIATE FITTINGS, HARDWARE, GASKETS, AND SEALS TO ACT AS A SINGLE SYSTEM CONFORMING TO THE FOLLOWING REGULATIONS: ADEG REGULATIONS, ADEG REGULATIONS, ADEG REGULATIONS, F-405, F-667, ASTM F-3208, F-2648, D-3350, F-477, AND D-3212.
2. CULVERT INTERNAL DIAMETER SHALL MEET OR EXCEED THE NOMINAL PIPE DIAMETER.
3. CULVERT SHALL BE PLACED ON A PRE-SHARED FOUNDATION CONFORMING TO THE DEPTH AND SHAPE OF THE PIPE BOTTOM.
4. GROUND FILL SHALL BE PLACED AND COMPACTED WITH CARE UNDER PIPE MANHOLES AND SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY ON BOTH SIDES OF THE PIPE TO ONE FOOT ABOVE THE TOP OF THE FULL LENGTH OF THE PIPE.
5. MINIMUM COVER SHALL BE MEASURED FROM THE TOP OF THE PIPE TO THE MINIMUM COVER SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY ON BOTH SIDES OF THE PIPE TO ONE FOOT ABOVE THE TOP OF THE FULL LENGTH OF THE PIPE.
6. PROVIDE TIE FLEX VALVES ON ENDS OF CULVERTS DISCHARGING INTO POND AREA.

CULVERT SCHEDULE				
ROAD #	INFLUENT EFFLUENT SIZES	INVERT	TABLE	DIAMETER
1	1140	111.0'	54'	12"
2	1140	111.0'	54'	12"
3	1140	111.0'	54'	12"
4	1140	111.0'	54'	12"
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97	1140	111.0'	54'	12"
98	1140	111.0'	54'	12"
99	1140	111.0'	54'	12"
100	1140	111.0'	54'	12"

NOTES: CULVERT TENSION, DIAMETER, LENGTH AND INVERT ELEVATIONS TO BE DETERMINED IN FIELD AFTER COMPLETION OF SITE SURVEY AND DRAINAGE DESIGN. CULVERTS SHALL BE INSTALLED IN ACCORDANCE WITH ADEG REGULATIONS, ADEG REGULATIONS, ADEG REGULATIONS, F-405, F-667, ASTM F-3208, F-2648, D-3350, F-477, AND D-3212. END ASSEMBLY DIMENSIONS SHALL BE VERIFIED PRIOR TO ORDERING CULVERT.

REVEGETATION:

1. REVEGETATE DISTURBED AREAS AND DRAINAGE SWALE WITH NATIVE SEED. INITIAL AT 30 LBS/ACRE.
2. FERTILIZER SHALL BE OF COMMERCIAL GRADE, FREE FROM AMMONIA, UNIFORM IN COMPOSITION, AND SHALL CONFORM TO APPLICABLE STATE AND FEDERAL REGULATIONS. FERTILIZER SHALL CONTAIN A MINIMUM PERCENTAGE BY WEIGHT OF 10 PERCENT POSITIVE PHOSPHORUS AND 10 PERCENT POSITIVE NITROGEN. FERTILIZER SHALL BE APPLIED AT A RATE OF 300 POUNDS PER ACRE. CARE SHALL BE TAKEN TO LIMIT FERTILIZER FROM ENTERING HARBOR.



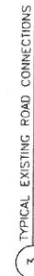
Polarconsult alaska, inc.
ANCHORAGE, ALASKA 99503
PHONE (907) 258-6400
FAX (907) 258-6418

NOTES
POLYOVINA ROAD EXTENSION / FLOOD PROTECTION
CITY OF SAINT PAUL
St. Paul, Alaska

DATE: 7/2/12
DESIGNED BY: SP
DRAWN BY: SP
CHECKED BY: SP
SCALE: AS SHOWN
FILE: 20120702

Sheet
G-2
of 2

CONSTRUCTION SET



2 POLOVINA TPK EXTENSION PROFILE
SCALE: 1 INCH = 40 FEET



C-3

DATE: 7/2/17
DESIGNED BY: JH
CHECKED BY: JH
SCALE: AS SHOWN

PLAN AND PROFILE
POLOVINA TURNPIKE EXTENSION
POLOVINA TURNPIKE EXTENSION / FLOOD PROTECTION
CITY OF SAINT PAUL
St. Paul, Alaska

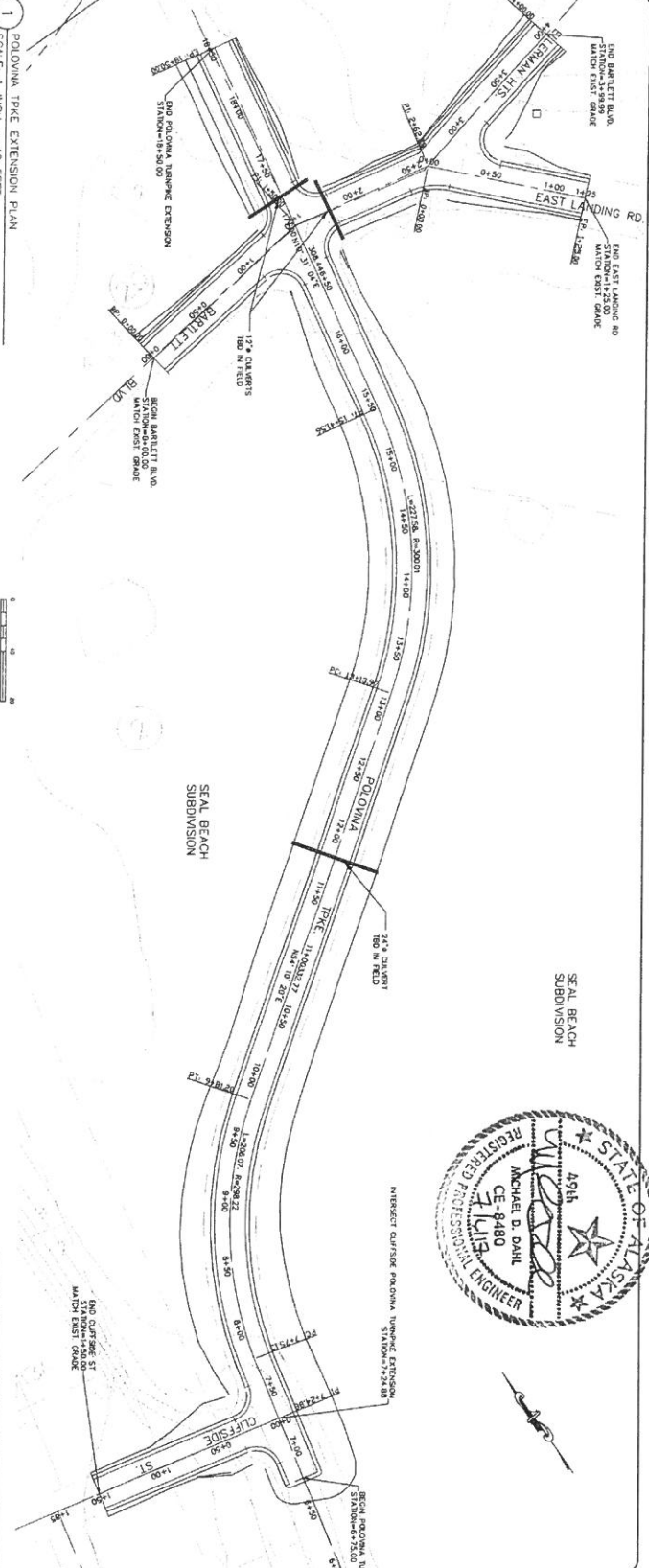
NO.	DATE	REVISIONS

polarconsult alaska, inc.
SURVEY SYSTEMS • ENVIRONMENTAL SERVICES • ENGINEERING DESIGN
1550 PONT 25RD AVE, SUITE 210
ANCHORAGE, ALASKA 99503
PHONE (907) 258-8470
FAX (907) 258-2410

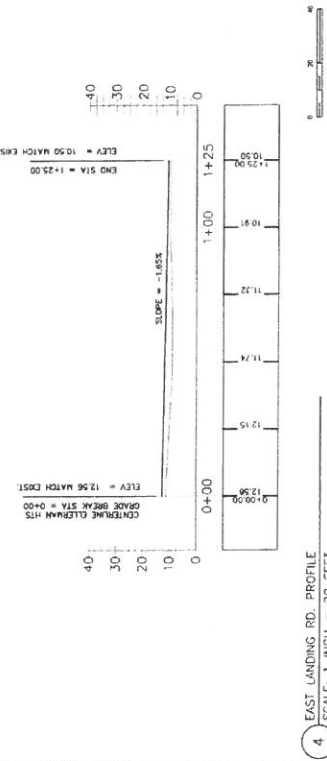
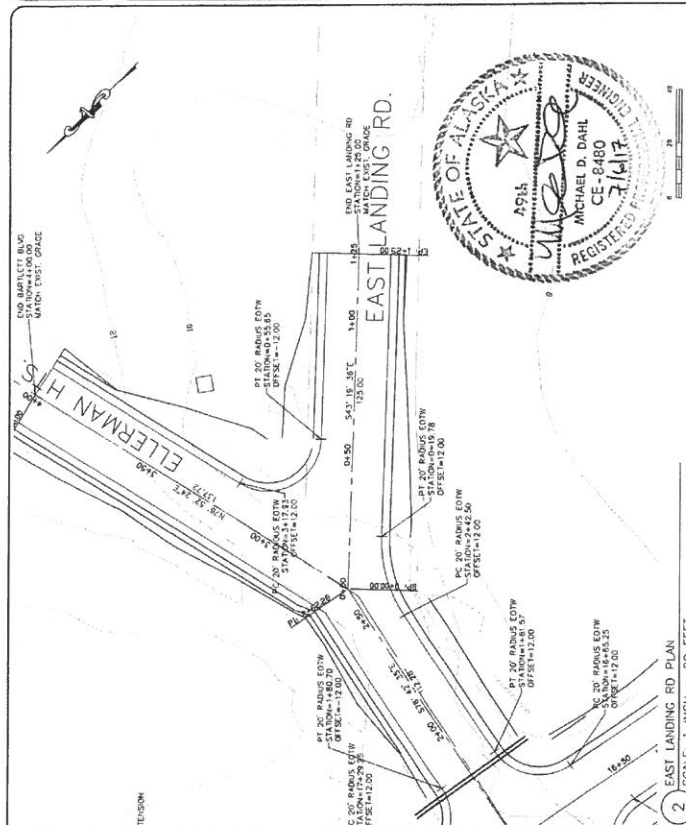
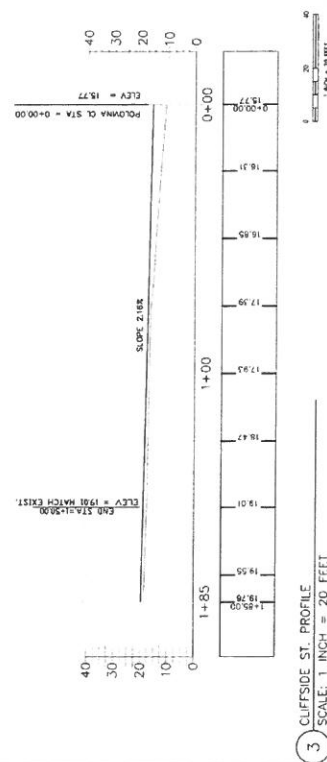
1 POLOVINA TPK EXTENSION PLAN
SCALE: 1 INCH = 40 FEET



CONSTRUCTION SET



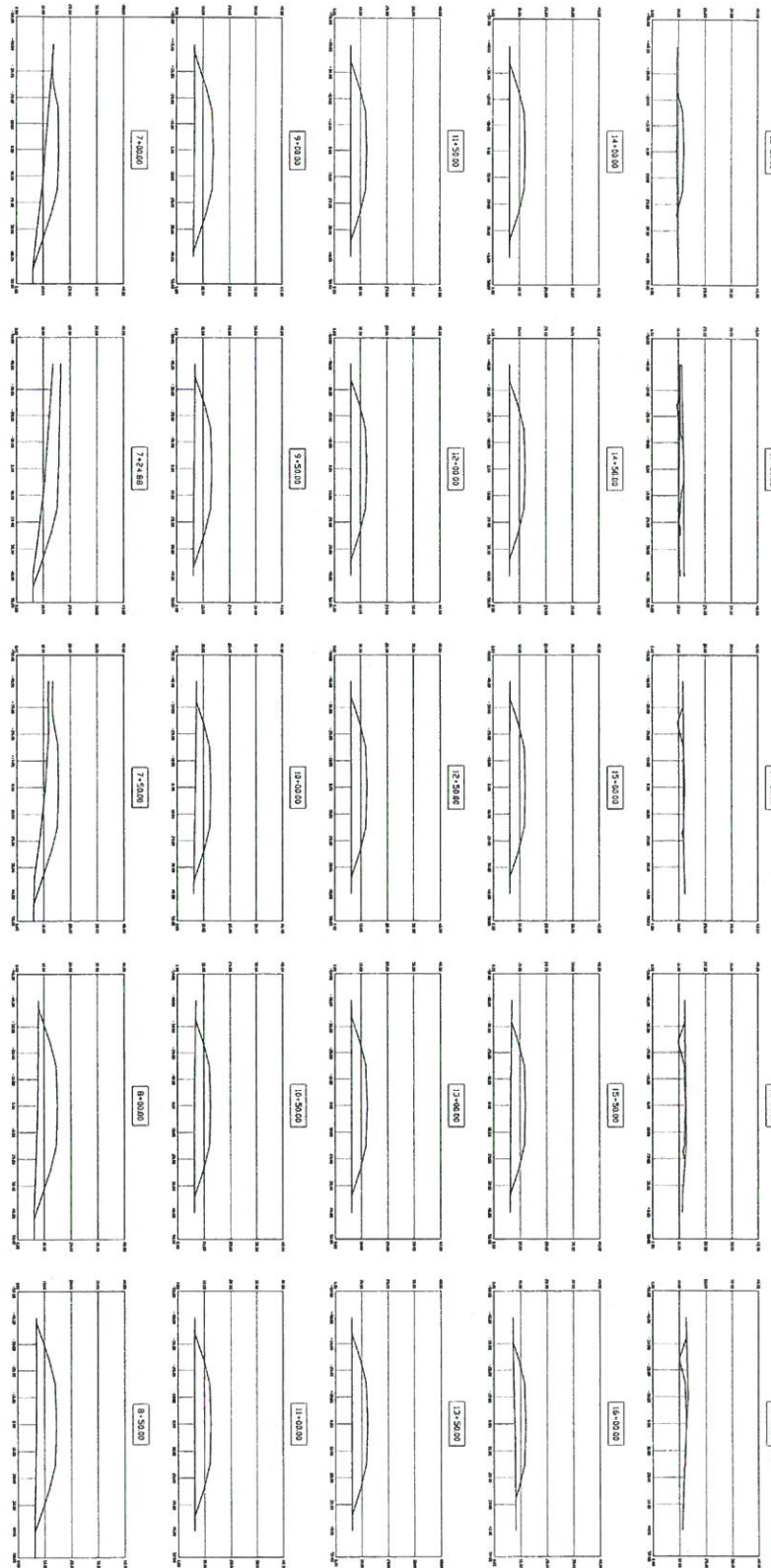
2 BARTLETT BLVD. - ELLERMAN HTS. RD. PROFILE
SCALE: 1 INCH = 20 FEET



1 POLOVINA TPKE EXT. - CROSS SECTIONS
SCALE: 1 INCH = 20 FEET



CONSTRUCTION SET



DATE: 7/2/17
DESIGNED: MD
DRAWN: MD
CHECKED: MD
SCALE: AS SHOWN
(ELECTRONIC SIGNATURE)

Project
CROSS SECTIONS
POLOVINA TURNPIKE EXTENSION
City of Saint Paul
St. Paul, Alaska

NO.	DATE	REVISIONS

polarconsult alaska, inc.
AKEROY SYSTEMS • ENVIRONMENTAL SERVICES • ENGINEERING DESIGN
1803 WEST 33RD AVE., SUITE 310 ANCHORAGE, ALASKA 99503
PHONE (907) 568-6420 FAX (907) 568-6410

Sheet
C-6

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THE ACTUARY OF THE SURVEY IS (204) 615-1000.

THE FACT-WORKERS BOARD OF SEA BEACH SUPERVISION IS ESTABLISHED BY LAW AND THE ACTUARY OF THE SURVEY IS (204) 615-1000.

CONSEQUENCE OF 1025 MAY BE NOT SURE, WITH WORKING WITH THE ACTUARY OF THE SURVEY IS (204) 615-1000.

INVESTIGATIONS REQUIRED TO LOCATE SUCH LOTS HAVE BEEN PLACED AND SHOWN ON AN ADJUDICATED COURT, EMPLOYED BY THE 22406, MARSHFIELD AND RECORD.

[illegible]

I, Dee High, certify that I am a registered Land Surveyor in the State of Alaska, that this plat is a true and correct representation of lands surveyed by me or under my direct supervision, that the distances and bearings are shown correctly, and that all monuments are set in place as noted upon the plat as presented.



capable of



Alcatraz Island according to District
1 inch = 100 ft.



ODHI CONSULTING ENGINEERS
CIVIL • SURVEYING • PLANNING

Page: (2017) 2017-01-01

A PLAT OF

SEAL BEACH SUBDIVISION
LOTS 1-5, BLOCK 1; LOT 1, BLOCK 2, LOTS 1-8, BLOCK 3

AND LOTS 1 & 2, BLOCK 3
A SUBDIVISION OF
LOTS 1 & 2, BLOCK 22, U.S. SURVEY NO. 4943, ALASKA TRACT "A",
FAIRBANKS, INCLUDING THE VARIATION OF THE GARDNER STREET R.O.W.
ALL INTERESTS
SECTION 25, T35S, R12W, S64MD, MERRIDEN, ALASKA

no. 8	no. 1	no. 2	no. 3	no. 4	no. 5	no. 6	no. 7	no. 8	no. 9	no. 10	no. 11	no. 12	no. 13	no. 14	no. 15	no. 16	no. 17	no. 18	no. 19	no. 20	no. 21	no. 22	no. 23	no. 24	no. 25	no. 26	no. 27	no. 28	no. 29	no. 30	no. 31	no. 32	no. 33	no. 34	no. 35	no. 36	no. 37	no. 38	no. 39	no. 40	no. 41	no. 42	no. 43	no. 44	no. 45	no. 46	no. 47	no. 48	no. 49	no. 50	no. 51	no. 52	no. 53	no. 54	no. 55	no. 56	no. 57	no. 58	no. 59	no. 60	no. 61	no. 62	no. 63	no. 64	no. 65	no. 66	no. 67	no. 68	no. 69	no. 70	no. 71	no. 72	no. 73	no. 74	no. 75	no. 76	no. 77	no. 78	no. 79	no. 80	no. 81	no. 82	no. 83	no. 84	no. 85	no. 86	no. 87	no. 88	no. 89	no. 90	no. 91	no. 92	no. 93	no. 94	no. 95	no. 96	no. 97	no. 98	no. 99	no. 100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	

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Attention Island Recording District FY 2013-21

Attachment 4
Wetlands Determination Report

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**PRELIMINARY WETLANDS DETERMINATION FOR POLOVINA TURNPIKE
EXTENSION PROJECT, ST. PAUL, ALASKA**

FINAL REPORT



Prepared for
Aleut Community of Saint Paul Island
4720 Business Blvd. Suite G-40
Anchorage, Alaska 99503

Prepared by
Midnight Sun Environmental, LLC
7941 Sandlewood Place
Anchorage, Alaska 99507

July 2018

Only cover page of
55 page document is
attached. See project
electronic files.

DL 9/13/19

Attachment 5
NPS Archeological Report

ARCHEOLOGICAL SURVEY REPORT

1. Project: POLOVINA TURNPIKE ROAD EXTENSION FLOOD MITIGATION PROJECT, ST. PAUL, ALASKA, SEAL ISLANDS NATIONAL HISTORIC LANDMARK

2. Project Reference Number: USACE No. POA-2018-00268

3. Project Description: The Aleut Community of St. Paul Island is proposing to construct a 1,647-linear foot long roadway-flood barrier that will extend Polovina Turnpike (Tpke.) southward. The north end of the proposed roadway will connect at the intersection of Polovina Tpke. and Bartlett Blvd. The proposed roadway will pass along the east side of St. Paul School, then turn west to connect to the intersection of Cliffside St. and Lakeside St. (Rim Rock Dr.), on the south side of St. Paul School (Figure 1).

The proposed roadway-flood barrier will require 13,300 cubic yards of fill, and will consist of two 12-foot wide lanes, a total right of way width of 40-feet, two new culverts at the Bartlett Blvd. and Polovina Tpke. intersection, and one new culvert at roughly the mid-point of the proposed roadway.

4. Project Location: The project area is on the west side of St. Paul Island, within Section 25, T. 35 S., R. 135 W and is on the west and south sides of St. Paul School, St. Paul City, Alaska. The project area is within the Seal Islands National Historic Landmark (XPI-00002) boundary. The proposed roadway-flood barrier will skirt the school grounds and cross the western side of a lowland area commonly referred to as "the pond" or "the lake".

5. Survey Area Boundaries: The pedestrian survey area was confined to a 520-feet (east-west) by 650-feet (north-south) undeveloped lowland area; the surrounding area in plain view from the project area; the intersection of Bartlett Blvd. and Polovina Tpke.; the intersection of Bartlett Blvd., East Landing Rd., and Ellerman Rd.; the intersection of Cliffside St. and Lakeside St.; and the alignment of a proposed future Polovina Tpke. extension between its intersections with Cliffside St. and Rim Rock Dr. (Figure 2). The west side of the survey area was bounded by the St. Paul School grounds. The north side of the survey area was bounded by Bartlett Blvd. The east side of the survey area was bounded by East Landing Rd. The lowland survey area did not extend further than 700 feet south of Bartlett Blvd. to avoid the Zol Toi Sands Haul Out, whose shoreline is about 1800 feet south of Bartlett Blvd. The treeless landscape provided an unobstructed view of the project area and surrounding St. Paul City and Seal Islands National Historic Landmark features.

6. Date(s) of Survey: September 26 and 27, 2018

7. Surveyors: Rhea Hood, Archaeologist, National Park Service Alaska Regional Office

8. Description of Area Surveyed: The vicinity of the proposed roadway-flood barrier is a low-lying marsh _____ above sea level, in a swale between the historic downtown and residential hillside on the west and the hillside of Black Bluffs (*Tanaaqam Qayaa*) on the east. The marsh is vegetated with peat moss and wetland grasses, reeds, and rushes. There was little to no precipitation in the days leading up to the survey, yet the project area was sodden and standing water was common along the proposed route (Figure 3).

Historic photos and illustrations show a pond in the survey area and indications of periodic flooding. On an historic map published in 1890 (Henry Wood Elliot, map [illustration], 1890. "Lagoon rookery with its surroundings of the killing grounds, landings and village of St. Paul's Island." Rare Maps Collection (UAF-MO384). Alaska and Polar Regions Collections, Archives, University of Alaska Fairbanks), the project area is labeled as "tide levels" and has a "Shallow pool" in the area of the survey, on the eastern side of the proposed project route location (Figure 4). A photo of the survey area, dated to ca. 1950s, looking southeast across the project area, shows the survey area and Bartlett Blvd. submerged in flood water (Figure 5). A 1966 photo of Bartlett Blvd. and the survey area, looking east towards Black Bluffs (Tanaaqam Qayaa) shows the entire survey area flooded (Figure 6). Additional photographs, provided to the surveyor by the Aleut Community of St. Paul, show more recent flooding events in the survey area (Figures 33 to 35),

The western side of the proposed route and survey area includes existing below-ground sewer installations and a lift station (Figure 7), the St. Paul Island Ballfield, St. Paul School and playground (Figure 8), and residences around the intersection of Cliffside St. and Lakeside St. There is an existing sewer main line along Lakeside St., crossing the Cliffside St. and Lakeside St. intersection, and along the east side of St. Paul School and playground, and extending to the sewer lift station on the east side of the playground, off of Bartlett Blvd. Another existing sewer line extends eastward from the same lift station to the intersection of the East Landing Rd. and Ellerman Rd. The subsurface utility installations indicate that the ground around those installations were previously disturbed. The St. Paul Island Ballfield and the school playground are approximately level with the survey area (approx. 13 feet above sea level). The elevation of the survey area declines southward so that the school buildings, residences, and road intersection are on an embankment about 13 feet above the lowland survey area (23 feet a.s.l.) (Figures 9 and 10). The lowland survey area ranged from 10 feet to 13 feet a.s.l.

Previously recorded archaeological sites nearby (within an approximate 1-mile radius of the project area) are XPI-00208 (St. Paul Island Barabarass site), XPI-00006 (School site), and XPI-00011 (Lukanin Hill site) (Figure 11). None of these sites have been evaluated for eligibility for the National Register of Historic Places.

XPI-00208 (St. Paul Island Barabarass site) is near the southeast corner of the intersection of Bartlett Blvd., East Landing Rd., and Ellerman Rd. (Figures 12 and 13). It is at the base of Black Bluffs hillside, west of the cemetery. It is the ruin of a large, multi-room barabara. The site is approximately 270 feet from the center of the intersection of Bartlett Blvd., East Landing Rd., and Ellerman Rd.

XPI-00006 (School site) was identified from surface debris in the vicinity of Hill St., on the west side of St. Paul School. Artifacts included ceramics and a skinning knife. The site is approximately 350 feet northwest of the center of the Cliffside St. and Lakeside St. intersection.

XPI-00011 (Lukanin Hill site) is approximately 0.7 miles northeast of the project area. XPI-00011 consists of surface finds that surveyors in 1994 (Veltre and McCartney 1994) found likely to have been disturbed by military activities during WWII.

Previously recorded historic structures, some of which contribute to the Seal Islands National Historic Landmark, are in the vicinity of or adjacent to the north and south intersections of the proposed roadway-flood barrier.

There are four previously recorded historic structures near the northern intersection of the proposed roadway-flood barrier. These are XPI-00031 (Duplex 108/109), XPI-00215 (Assembly of God Church), XPI-00216 (House 110, Assembly of God Pastor's House), and XPI-00221 (ATCO [Brand] Trailer Camp). All are located off of the northwest corner of Bartlett Blvd. and Polovina Tpke. None of these structures are contributing features of the Seal Islands National Historic Landmark and have not been evaluated for eligibility for the National Register of Historic Places.

On the west side of the proposed project route are two previously recorded historic structures, XPI-00150 (Navy tennis court) and one structure of XPI-190 (concrete Navy antenna pedestals) (Figures 11, 14 and 15). None of these structures have been evaluated for eligibility for the National Register of Historic Places.

Employees of the Tanadgusix TDX Museum informed the surveyor that a building had been constructed in the survey area, XPI-00216 (House 110) but was moved to higher land, on the northern side of Bartlett Blvd., due to flooding (Figure 16). A 1966 photo of flooding across Bartlett Blvd. shows a structure next to XPI-00150 (Navy tennis court) (Figure 6). Of the St. Paul residents that the surveyor spoke to on September 26, 27, and 28, none could recall any other building having been installed in the lowland survey area, nor any cultural use beyond ice skating during the winter.

There are four previously recorded historic structures surrounding the southern intersection of the proposed roadway-flood barrier. XPI-171 (House 52), XPI-186 (House 128), XPI-00187 (House 130), and XPI-188 (House 131) (Figures 17 and 18). None of these structures are contributing features of the Seal Islands National Historic Landmark and have not been evaluated for eligibility for the National Register of Historic Places.

The nearest structure that contributes to the Seal Islands National Historic Landmark is XPI-00057 (Aleut Laborers House 129; Building 44, Seal Islands National Historic Landmark nomination form) (Figures 11 and 19). The structure is approximately 300 feet from the center of the Cliffside St. and Lakeside St. intersection. The view of the intersection from XPI-057 is mostly obscured by XPI-186 (House 128) (Figure 18).

9. Survey Procedure: On September 26 and 27, 2018, a pedestrian survey of the project area was conducted by Rhea Hood, Archaeologist, National Park Service Alaska Regional Office. The surveyor looked for surface deposits of artifacts, surface features, and indication of subsurface features. The surveyor performed multiple transects of the 1,647-linear foot route, spanning 315 feet across, and ranging from 15-feet to 100-feet between transect routes (Figures 20 to 28).

Additional survey tracts crisscrossed east-west within the 520-feet (east-west) by 650-feet (north-south) survey area. The surveyor also observed the project area from higher elevation vantage points near the cemetery on Black Bluffs (*Tanaaqam Qayaa*) on the east and from the historic district on the uplands of Village Hill to the west, for any indications of cultural features visible in vegetation signatures. The surveyor recorded the location of three previously known cultural sites: archaeological site XPI-00208 (St. Paul Island Barabaras site), XPI-00150 (Navy tennis court), and XPI-00190 (concrete Navy antenna pedestals) (Figure 11).

In addition to XPI-00208, the surveyor visited two other previously recorded archaeological sites on St. Paul Island for the purpose of comparing the terrain and cultural features with the project area. Previously recorded archaeological sites XPI-00007 (Zapadne site) and XPI-00008

(Polovina site) on St. Paul Island are located upon highland areas and rises that are not analogous to the lowland of the project area.

Two transects of a future proposed Polovina Tpke. extension were performed, adjacent to the point where the proposed roadway-flood barrier would join the intersections of Cliffside St. and Lakeside St. Currently, the route of the future proposed extension is an unpaved trail that passes behind a row of houses that face Lakeside St., and is on a rise that encloses the western side of project area's lowland. The proposed roadway-flood barrier will end at the north end of the future proposed extension, where it intersects with Cliffside St. (Figure 17). Construction of the future Polovina Tpke. Extension, parallel to Lakeside St., is not included in the current Polovina Tpke. Rd Extension Flood Mitigation Project (POA-2018-00268).

10. Description of Cultural Resources Located: The surveyor located one previously unrecorded site of cultural material, consisting of a surface scatter of industrial or military debris, made up of rusting metal machinery parts and several rubber tires (Figures 29 and 30). The debris pile is approximately 92 yards east of the St. Paul School playground. It is located at

The surveyor recorded the locations of XPI-00150 (Navy tennis court) and XPI-00190 (concrete Navy antenna pedestals). The concrete flooring of XPI-00150 (Navy tennis court) has deteriorated and overgrown with grasses that make it unrecognizable on the ground (Figure 31). XPI-00190 (concrete Navy antenna pedestals) are weathered and overgrown with grasses. Two of these were located by the surveyor (Figures 14 and 15). XPI-00150 (Navy tennis court) is located at 57.121793° N and -170.277515° W, North American Datum 1983. Two of XPI-00190 (concrete Navy antenna pedestals) are located at 57.121250° N and -170.276686° W, North American Datum 1983; and 57.121557° N and -170.275447° W, North American Datum 1983.

The surveyor recorded the location of XPI-00208, St. Paul Barabaras site. It is approximately 270 feet from the center of the intersection of Bartlett Blvd., East Landing Rd, and Ellerman Rd. Its location is 57.121650° N and -170.273490° W, North American Datum 1983. No remains from XPI-00208 were observed on the surface during this survey.

11. Evaluation of Cultural Resources Located: The pile of metal and rubber tire debris on the east side of the St. Paul School playground was not familiar to a local resident interviewed by the surveyor, despite being visible from Bartlett Blvd. and the St. Paul School playground. The resident speculated that the debris had been pushed there by flood waters during a recent flooding event.

XPI-00150 (Navy tennis court) and XPI-00190 (concrete Navy antenna pedestals) do not demonstrate the integrity required for eligibility to the National Register of Historic Places.

Archaeological testing occurred around two buildings, Duplex 108/109 and the XPI-00216 Navy radio and electrical shop (E-shop), 300 feet west of the Bartlett Blvd. and Polovina Tpke. intersection, and north of the project area, in 2006. The surveyors found no artifacts associated with the National Historic Landmark and did not deem the finds as eligible for the National Register of Historic Places (Mobley 2006). XPI-00215 (Assembly of God Church) and XPI-00221 (ATCO [Brand] Trailer Camp) were previously located north of the Navy E-shop and was assigned an AHSR number in 2008. At the time of this survey (September 2018), both structures were removed and empty lots remain in their place (Figure 16).

Historic illustrations and photographs of the lowland survey area indicate a pattern of ponding and flooding, as well as a lack of structures over the years. The 1890 Henry Wood Elliot map

pinpoints a fur seal killing ground east of the survey area and roughly on the east side of East Landing Rd (Henry Wood Elliot, map [illustration], 1890. "Lagoon rookery with its surroundings of the killing grounds, landings and village of St. Paul's Island." Rare Maps Collection [UAF-MO384]. Alaska and Polar Regions Collections, Archives, University of Alaska Fairbanks) (Figure 4). Along with the well-known "Natives Killing and Skinning Sea Lions on St. Paul's Island" illustration in an 1878 issue of Frank Leslie's Illustrated Newspaper (Frank Leslie's Illustrated Newspaper, 12 October 1878:97) (Figure 32), these historic images support the likelihood of intact cultural remains, that are significant to the Seal Islands National Historic Landmark, being concentrated in areas south and east of the survey area, closer to Zol Toi Sands and the Black Bluffs (*Tanaaqam Qayaa*) hillside. Satellite imagery of the area (Figure 2) indicate the likelihood of additional archaeological barabara sites, or other types of structure ruins, being in the sand dunes to the southeast of the project area

12. National Register Status: The project area is within the boundaries of the Seal Islands National Historic Landmark (XPI-00002).

13. Effect of the Project on Resources: The proposed roadway-flood barrier may have indirect effects on the characteristics of the Seal Islands National Historic Landmark. The proposed project route will place the roadway-flood barrier in the foreground of the well-known panorama of the Seal Islands National Historic Landmark from the east. Notable historic illustrations and photographs commonly portray a westward-looking scene of historic St. Paul village from the hillside of the Black Bluffs (*Tanaaqam Qayaa*), which were former seal killing grounds (e.g. Frank Leslie's Illustrated Newspaper, 12 October 1878:97). The impact on flood levels on the east side of the proposed roadway-flood barrier is unknown. If the proposed roadway-flood barrier increases flood water levels on the eastern side of the barrier then sub-surface cultural sites in the area may be more likely to be inundated.

14. Recommendations: The surveyor makes the following recommendations,

- Mitigation should be aimed at the Seal Islands National Historic Landmark. The St. Paul community is exploring ways to promote their history, and any specific plans for the ideas mentioned during our meetings (historic district signage, educational products, etc.) would be considered good mitigation measures.
- Identify the industrial debris and its origin to determine if it has historic significance.
- Avoid the School site and Aleut Laborers House on Hill St. and Cliffside St. during construction activities, including staging.
- Avoid the XPI-00208 (St. Paul Island Barabaras site) near the intersection of Bartlett Blvd., East Landing Rd, and Ellerman Rd during construction activities. Avoid staging and driving heavy equipment in close proximity to the site.
- Monitor ground disturbing activities at the north and south intersections of the proposed roadway-flood barrier. Previous archaeological surveys and monitoring have encountered cultural deposits beneath disturbed layers near the northwest corner of Bartlett Blvd. and Polovina Tpke (Mobley 2006) and on the south side of St. Paul City on Rim Rock Dr. (Mobley 2010). If concealed archeological resources are encountered during the project, please take all necessary steps to protect them and notify the SHPO.
- Evaluate XPI-00208 (St. Paul Island Barabaras site) for eligibility for the National Register of Historic Places.

15. Attachments:

Attachment 1. Figure 1 (Project location, USGS Quad Map, 1:20 000-Scale Series)

Attachment 2. Figures 2 - 35



16. Native American Consultation: NA

17. References Cited:

Frank Leslie's Illustrated Newspaper

1878 Illustration titled "Natives killing and skinning sea-lion on St. Paul's Island." 12 October 1878:97. New York.

Mobley, C.M.

2006 Determinations of Effect and Monitoring Plan for Cultural Resources, National Oceanic and Atmospheric Administration Environmental Restoration Program, St. George and St. Paul Islands, Alaska. Report submitted to National Oceanic and Atmospheric Administration, Seattle, Washington.

Mobley, C.O. and C.M. Mobley

2010 Archeological Monitoring of the 2010 St. Paul Sewer Main Installation, Pribilof Islands, Alaska. Report submitted to the Alaska State Historic Preservation Officer, Anchorage, Alaska.

United States Geological Survey

2001 Saint Paul Island West, AK. Map. Alaska – Pribilof Islands, 1:25 000-Scale Series (Topographic). U.S. Department of the Interior, Reston, VA.

Veltre, D.W. and A.P. McCartney

1994 An Archaeological Survey of the Early Russian and Aleut Settlements on St. Paul Island, Pribilof Islands, Alaska. Report submitted to TDX Corporation, St. Paul, Alaska.

★ Referenced attachments are included in the electronic files.